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triumphs of the descendants of this fleet, Hull and Decatur, Farragut and Dewey, we may wonder at the small prescience, which often possesses statesmen.

Stephen Hopkins was placed on the Naval Committee, in conjunction with John Adams. They were the most influential members. Esek Hopkins was appointed commander-in-chief and organized the little squadron of eight vessels. The first expedition to New Providence was thoroughly successful. He then engaged the British in eastern Long Island Sound, and was at first commended. The frigate *Glasgow* escaped through no fault of the American officers, and the country condemned them without reason.

Unfortunately, Hopkins with his fleet was shut in Narragansett Bay, when the enemy occupied Newport. Sailors were so scarce he could not man his ships to get out. The merchants of Providence were engaged in privateering and Hopkins charged that they were too busy in getting recruits for their vessels away from the navy. He had a great faculty for making enemies. Though he was a brave man and true patriot he was at last deprived of his command.

Mr. Field has made a needed addition to the literature of the Revolution, and one worth the attention of students.

WM. B. WEEDEN.

*The American Passport, its History and a Digest of Laws, Rulings, and Regulations governing its Issuance by the Department of State.* [By GAILLARD HUNT.] (Washington: Government Printing Office. 1899. Pp. xi, 233.)

THIS valuable manual, a pioneer work, has been prepared by Mr. Gaillard Hunt, the accomplished Passport Clerk of the Department of State at Washington. It is neatly bound in cloth, and contains a table of contents, an index, marginal notes and a running caption. The paper and type are very attractive.

The ordinary passport, a document issued in this country by the Secretary of State, and abroad by our legations, is, in effect, a request to other governments to admit to their territories the bearer, a citizen of the United States, and to give him, in case of need, aid and protection. Though many countries do not now require the production of passports, others still exact them from travellers, and especially from sojourners. About twelve thousand of these documents are issued every year by the Secretary of State, not to mention the number of those procured abroad, and that officer considers it a wise precaution, if not a necessity, for all American travellers to carry them.

Part I. of Mr. Hunt's volume tells of the nature and several kinds of passports, their form and pictorial features, and by whom and upon what evidence issued.

A passport is obtained from the Department of State by one of our citizens upon filing a proper application—blank forms being supplied by

the Department—subscribing the oath of allegiance, and paying a fee of one dollar. Its duration was fixed in 1873 at two years. It is now the rule, instead of granting a renewal of the passport at the end of that period, to require an application for a new one.

Part II., which contains a full and admirably arranged digest of the laws and decisions relating to the issuance of these documents, shows, among other things, how many perplexing questions arise concerning citizenship. Our courts hold many persons to be citizens to whom our executive officers cannot issue passports. Not to speak of those who, being neither white persons nor Africans, are occasionally admitted to citizenship in disregard of the statute, nor of those whose papers show that they were prematurely or irregularly naturalized, there are many whose applications for passports must be denied, because, though for some purposes citizens, they cannot be effectively protected by our government, or because they must be considered as having abandoned their citizenship for purposes of protection. A foreign woman who has married one of our citizens, but who has always continued to reside in the country of her birth, may have dower in her husband's property in this country, but she will not be entitled to an American passport, on account of the possible rival claim of the sovereign in whose jurisdiction she has remained.

We advocate the right of expatriation, but no law of ours defines what shall constitute a renunciation of nationality. Undoubtedly the Department of State would have raised every presumption in favor of the conservation of American citizenship, had native citizens alone been involved. But naturalization has been sought here by many to be used as a protection from obligations of citizenship in their own countries, to which they hasten to return as soon as they are made American citizens. Their conduct has made necessary the adoption of harsh rules of presumption concerning the abandonment of citizenship, which are applicable, with few exceptions, to all Americans residing abroad, whether native or naturalized. It may be asked: Why not distinguish between the two classes of citizens, as the English do, in issuing passports? Because an act of Congress expressly provides that all naturalized citizens, while in foreign countries, shall be entitled to and shall receive from this government the same protection which is accorded to native-born citizens. Practically the same form of passport is, in consequence, issued to both classes.

E. I. RENICK.

*Rhode Island and the Formation of the Union.* By FRANK GREENE BATES, Ph.D., Assistant Professor of History in Alfred University. [Columbia University Studies in Political Science, History and Public Law, Vol. X., No. 2.] (New York. 1898. Pp. 220.)

THE drift of each of the original states into the Union has a peculiar interest. What led to hope and confidence in one colony aroused fear